

(LEINY4.LEINY) 11349

MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LEINY FOUR DEPARTURE (RNAV)

SL-264 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8

CLNC DEL

133.2

MINNEAPOLIS DEP CON

SOUTH or EAST 124.7 357.4

NORTH or WEST 125.75 357.4

MINNEAPOLIS TOWER

123.95 273.55 (12L-30R)

126.7 273.55 (12R-30L, 4-22)

123.675 273.55 (17-35)

(NOTES CONTINUED ON FOLLOWING PAGE)

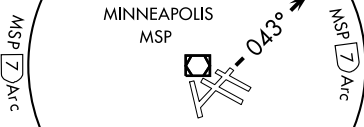
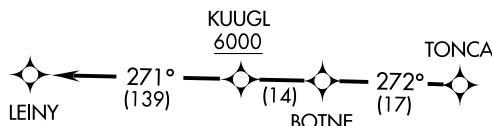
Rwy 17 (For assigned 230° CW 285°) 3500

Rwy 30L/30R (For assigned 220° CW 360°) 3500

Rwy 12L/12R

(For assigned 060° CW 100°)

3500



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: For non-GPS equipped aircraft, GEP, RWF, FSD, ATY, and HON must be operational.

TAKE-OFF MINIMUMS:

Rwys 4, 22, 12L, 12R, 17: Standard.

Rwy 35: Standard with minimum climb of 219' per NM to 2100.

Rwy 30L: Standard with minimum climb of 210' per NM to 2100.

Rwy 30R: Standard with minimum climb of 220' per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS:

Runway 12L/R aircraft requires an ATC climb gradient of 546' per NM to 3500.

Runway 17 requires an ATC climb gradient of 465' per NM to 3500.

Runway 30L/R requires an ATC climb gradient of 380' per NM to 3500.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100. Thence . . .

TAKE-OFF RUNWAYS 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude.

If unable to comply, advise ATC as soon as possible prior to departure. Thence. . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . .

TAKE-OFF RUNWAYS 22, 35: Climb on assigned heading for radar vectors. Thence . . .

TAKE-OFF RUNWAYS 30L/R: For assigned heading from 220° clockwise to 360°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . .

. . . expect radar vectors to TONCA, then on track 272° to BOTNE, then on track 272° to KUUGL, then on track 271° to LEINY. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude until BOTNE. Expect filed altitude/flight level 10 minutes after departure. Cross KUUGL at or above 6000.

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NC-1, 08 MAR 2012 to 05 APR 2012

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